

CHINA



MAIL.

Established February, 1845. With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4335. 號四十月五年七十七百八千一英

HONGKONG, THURSDAY, MAY 24, 1877.

日二十月四年丑丁

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 3, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTH, Ludgate Circus, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELOU & CAMPBELL, Amoy, WILSON, NICHOLS & Co., Foochow, HENDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manila, C. EMMERSON & Co., Macao, L. A. DA SILVA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOPKINS, Esq. Deputy Chairman.—F. D. SASSON, Esq. E. R. BELLING, Esq. WILHELM REINERS, Esq. W. H. FORBES, Esq. ED. TOBIN, Esq. H. W. KESWICK, Esq. A. MOLYNEUX, Esq.

CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager.

Shanghai, . . . EDWIN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation, No. 1, Queen's Road East. Hongkong, March 29, 1876.

Intimations.

THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, in LIVERPOOL, or at the principal Ports of India and the East.

BIRLEY & Co., Agents.

Hongkong, May 21, 1877.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profit reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877.

PIANO TUNING.

M. A. HAHN, PRACTICAL PIANO MANUFACTURER, REPAIRER, and TUNER, begs leave to inform the Community of Hongkong of his arrival at this Port on a visit, and that he is now prepared to TUNE and REPAIR PIANOS, HARMONIUMS, Etc., at Moderate charges, during his short stay.

Orders left in care of Messrs LANE, CRAWFORD & Co. or Messrs CHAS. J. GAFF & Co., will meet with prompt attention.

Hongkong, May 23, 1877.

DENTAL NOTICE.

D. R. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION: 8 a.m. to 4 p.m.

No. 1, Alexandra Terrace.

Hongkong, April 4, 1877.

Intimations.

COMMENCING with the "GVALIOR" leaving Hongkong on the 2nd June, and until further notice, the Company's Mail Steamers from China will proceed to London via Suez Canal, calling at Southampton to land Passengers and Mails.

ADAM LIND, Superintendent.

Hongkong, May 14, 1877.

For Sale.

FOR SALE. CUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.

Hongkong, June 23, 1876.

FOR SALE.

PERINET & FILS CHAMPAGNE, IN QUARTS AND PINTS.

AMOROSO, } SHERRY. VINO DE PASTO.

WIELER & Co.

Hongkong, May 22, 1877.

FOR SALE.

THE IRON SKEW STEAMER "ALBA"

THE above Steamer was built in Glasgow in 1872 by Messrs DOBIE & Co., under special survey of LEYBURN & Her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG and WHARF DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Afting Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyd's.

RIG.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).

DRAFT.—Light 9 feet; Loaded 12 feet.

SPEED.—Eight knots on consumption of 8 1/2 to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Afting Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 30 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter. Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours.

The Engine is quite new, was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturges, Manila.

Particulars may be obtained on application to MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."

TR. ROEDERER & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DURAND & Co.'s CLARETS and WHITE WINES.

STARTER & KENTISH'S PORTS and SHERRIES.

MOULLON & Co.'s COGNACS, 1, 2, 3 Stars.

BLANCHY FRERES & Co.'s COGNACS.

JUSTUS LEMBEKE & Co.

Hongkong, April 9, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price, Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

For Sale.

LANDED EX S. S. "SCINDIA," &c.

Mixed PICKLES. White ONIONS. PICCOLLILLI. CHOW CHOW. Assorted SAUCES. Potted MEATS. Anchovy PASTE. Yarmouth BLOATERS. Tinned VEGETABLES. Wiltshire Preserved BACON. PATE DE FOI GRAS. CHAMPIGNON. Worcester SAUCE. Kipper HERRINGS. FISHING HADDOCKS. HERRINGS a la SARDINES. OXFORD SAUSAGES. Mince MEAT. OX TONGUES in Jelly. Corned OX TONGUES. Smoked OX TONGUES. Bologna SAUSAGES. JAMS and JELLIES. Tart FRUITS. Assorted SOUPS. Sausage MEAT. Jugged HARE.

WINE. Saccagne's Pale Dry SHERRY. Do. Invalid's PORT. Hunt's PORT. Krug's CHAMPAGNE. Heidsieck's Do. Pommery & Greno's Do. Sparkling & Still HOCK. Do. MOSELE. Hennessy's BRANDY. Courvoisier's Do. La Grande Marque Do. Remy Martin & Co. Do. S. Borden's "One Tom." AVH GIN. Old Irish WHISKY. "Royal Glades" Do. BEER. Bass' PALE ALE, qts. Do. Do. Guinness' STOUT, qts. Do. Do. "Allsopp" "Kilda. Draught PORTER. Aiklen's Falkirk ALE. Combe & Co.'s STOUT.

CLARETS, in Great Variety, Bulk and Bottled.

MacEWEN, FRICKEL & Co.

Hongkong, May 14, 1877.

APOLLINARIS NATURAL MINERAL WATER.

A POLLINARIS WATER.—"It is, in our opinion, superior for table purposes to any other mineral water with which we are acquainted. It is strongly effervescent, and forms an exceedingly pleasant and refreshing beverage, either alone or in combination with wine; and it is not, we are informed by an eminent medical friend, liable to that charge which has been frequently brought against soda and other waters—that they have a depressing effect upon the system. On the contrary, medical testimony is unanimous in favour of the high therapeutic qualities of Apollinaris Water."—Civil Service Review.

APOLLINARIS WATER IS CERTAINLY THE QUEEN OF TABLE WATER. It is softer and more refreshing than its only rival, Seltzer Water (Nassau Seltzer Brunnens), and is more pleasant to the palate. Over all manufactured Aerated Waters it has an incomparable superiority.

"APOLLINARIS WATER is, moreover, a water of great organic purity, another highly important desideratum, in which artificial Aerated Waters often dangerously fail. Its place seems, therefore, marked as the favoured beverage of the favoured classes who can select their drinking water to their resources. On the contrary, medicinal drink, antacid, and useful in promoting digestion and gastric irritation. Such a water is the sworn enemy of gout, rheumatism, and their congeners."—London Medical Record.

APOLLINARIS WATER.—Dr. HERMANN WEBER, F.R.C.P., writes:—"Having largely used it during the last seven years, I have found it of great value as an article of diet in gouty dispositions, in lithic acid diathesis, in tendency to gallstones, in some forms of catarrh of the bladder, and in chronic catarrh of the respiratory organs; in the latter, either heated by itself or mixed with hot milk or whey. To many persons the Apollinaris forms an agreeable and useful addition to bitter waters, and a good vehicle for some medicines."—Brit. Med. Jour.

PRICES.

CASE OF 50 QUARTS (STONE BOTTLES) \$10 " 50 PINTS " " \$8 CASES, 8 DOZ. SODA-WATER BOTTLES \$15

N.B.—Stone Quart=3 Soda-water Bottles. Pint=1 1/2 " " "

\$2 Allowed for the Soda-water Bottles, if Returned.

GEO. SMITH & Co., Agents for China and Japan.

NORTON & Co., Agents in Hongkong.

May 9, 1877.

NOTICES OF FIRMS.

NOTICE. WE have This Day Opened a Branch of our Firm at AMOY. Mr. F. F. LEWELL will Act as our AGENT at that Port.

RUSSELL & Co.

Hongkong, May 1, 1877.

NOTICE. MR. WILHELM CARL ENGEL-BRECHT von PUSTAU, Junior, and Mr. CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & Co., Hongkong, Canton, Shanghai.

Hongkong, April 16, 1877.

NOTICE. MR. EDWARD BURNIE will Conduct the BUSINESS of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS, Surveyor to Local Office, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877.

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-

signed.

WM. CRICKSHANK, Manager.

Hongkong, November 21, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 14th June, 1877, (or Private Sale before the Day of Sale), at 2 p.m.,—

The well-known Tavern called the "STAR TAVERN," situated in Queen's Road West, No. 200, with FURNITURE, FIXTURES, LIQUORS, &c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

J. M. GUEDES, Jr., Auctioneer.

Hongkong, May 23, 1877.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW. The Steamship "NAROA,"

Capt. PUNCHARD, will be despatched for the above Ports on SATURDAY, the 26th instant, at 3 p.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co.

Hongkong, May 23, 1877.

FOR MANILA.

The Steamship "ESMERALDA,"

Capt. THEBAUD, will be despatched for the above Port on MONDAY, the 28th instant, at Noon.

For Freight or Passage, apply to A. MACG. HEATON.

N.B.—No Parcels will be received at the Office after 10 a.m. on the 28th.

Hongkong, May 23, 1877.

Sailing Vessels.

FOR SAN FRANCISCO. The A 1 British Ship

"MADURA,"

STANTON, Master, will load here and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, May 18, 1877.

FOR NEW YORK.

The A 1 American Ship "THOMAS LORD,"

HALL, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 23, 1877.

FOR NEW YORK.

The A 1 American Ship "NEW ERA,"

SAYER, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 27, 1877.

FOR NEW YORK.

The A 1 American Bark "ALBERT RUSSELL,"

Captain CARVEE, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 14, 1877.

FOR SAN FRANCISCO.

The A 1 American Bark "ROSETTA McNEIL,"

BROWN, Master, will load here and will have immediate despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, April 14, 1877.

FOR MELBOURNE & SYDNEY.

The A 1 British Bark "NOVELTY,"

Captain COLLIVER, having the greater portion of her Cargo engaged, will have quick despatch as above.

For Freight or Passage, apply to ROZARIO & Co.

Hongkong, May 10, 1877.

FOR SYDNEY & MELBOURNE.

The A 1 American Bark "HELENA,"

Captain SNOW, having most of her Cargo engaged, will have quick despatch as above.

For Freight, apply to RUSSELL & Co.

Hongkong, May 10, 1877.

Shipping.

Sailing Vessels.

FOR LONDON.

The A 1 British Ship "LALLA ROOKH,"

HENDER, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, April 28, 1877.

FOR LONDON.

The A 1 British Clipper Ship "LEUCADIA,"

MEARNS, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, April 20, 1877.

NOTICES TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. VOLGA.

NOTICE.

CONSIGNEES of Cargo per S. S. Volga, from London, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before MONDAY, the 21st May, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after SATURDAY, the 26th May, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUET, Agent.

Hongkong, May 20, 1877.

NOTICE TO CONSIGNEES.

P. & O. S. N. Co's S. S. KASHGAR.

CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the BOKHARA and THIBET from London, and PESHAWUR from Calcutta, are hereby notified that their Goods are being landed and stored at their risk in the Company's Godown, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 26th instant will be subject to rent.

Optional Cargo for Shanghai will be forwarded on by following Steamer unless applied for by the Consignees before Noon To-morrow.

ADAM LIND, Superintendent.

Hongkong, May 20, 1877.

NOTICE TO CONSIGNEES.

THE BRITISH SHIP CARRICKS, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.

Hongkong, May 10, 1877.

Intimations.

NOTICE.

LONDON & ORIENTAL STEAM
TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has
This Day been Transferred to THE
MARINE INSURANCE CO., of 20, Old
Broad Street, LONDON.

By Order of the Proprietors,

WILLIAM HUNT,
Secretary.

137, Leadenhall Street,
LONDON,
1st January, 1877.

THE MARINE INSURANCE CO.
20, Old Broad Street,
LONDON,
1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.
RESERVE FUND, £340,000

WITH Reference to the foregoing Adver-
tisement THE MARINE INSUR-
ANCE CO. has This Day taken over the
Business of the LONDON & ORIENTAL
STEAM TRANSIT CO., and has Appointed
Mr A. MUIVER as its AGENT in Hong-
KONG.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept
Risks and Issue Policies on behalf of the
MARINE INSURANCE CO. by any First Class
Steamer.

A. MUIVER,

Agent of the Marine Insurance Co. of
London.

Hongkong, February 16, 1877. au17

THE Undersigned is prepared to Accept
Risks and Issue Policies on behalf of the
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A. MUIVER,

Agent of the Marine Insurance Co. of
London.

Hongkong, February 16, 1877. au17

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Hongkong, February 16, 1877. au17

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"TANANIS,"
Capt. P. POUEY, will be
despatched for YOKOHAMA
shortly after the arrival of the next French
Mail.

H. DU POUEY,
Agent.

Hongkong, May 24, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"AMAZON,"
Comdt. MONTMAYE, will be
despatched for SHANGHAI
shortly after her arrival from Europe.

H. DU POUEY,
Agent.

Hongkong, May 24, 1877.

THE CURRENCY MEMORIAL

TO HIS EXCELLENCY
JOHN POPE HENNESSY,
LIEUTENANT-GOVERNOR OF HONGKONG.

IN Brief, the Memorial draws attention
to the unsatisfactory state of the Cur-
rency, and requests that no Legislation may
be made which would jeopardize or postpone
the advent of a clean, undecorated British
Dollar for Hongkong, which it is under-
stood that every one in the Colony, Native
as well as Foreign (the Shroffs alone ex-
cepted) earnestly desires.

The original Memorial, to which have
been attached the Signatures of over 180
Bankers, Merchants, Professional Men,
Engineers, Manufacturers, Traders, and
others, lies at the Office of Messrs SHARP
& CO., Bank Buildings, where Printed
Copies may be obtained.

Copies also lie for Signature at several of
the Banks, Clubs, Stores, and Hotels.

SHIPPING.

ARRIVALS.

May 24, Leicester, British ship, 1809,
Caddy, Newcastle (N.S.W.) April 18, Coal.
—Order.

May 24, Rhoda, British barque, 252, S.
Vincent, Bangkok April 30, Rice.—
CHINESE.

May 24, Gryfe, British ship, 1068, Theo.
Roberts, Cardiff Jan. 17, Coal.—DORCAS
LAPRAIK & CO.

May 24, Michelle Scholau, British barque,
447, O. Gerstenberg, Bangkok April 24.—
—Order.

May 24, Hieronymus, German barque, 428,
C. Biehl, Bangkok, April 20, Rice.—Wm.
PUSZTAV & CO.

DEPARTURES.

May 24, Adria, for Bangkok.

24, Washi, for Haiphong.

CLEARED.

Cheung Hock Kian, for Amoy.
Deutschland, for Newchwang.
Onward, for Newchwang.
Villa de Rivadavia, for Manila.
Nyassa, for London.
Gustav, for Macassar.

Gustav & Marie, for Haiphong.
Thingwalla, for Saigon.

PASSENGERS.

DEPARTED.

Per Adria, for Bangkok, 137 Chinese.

Per Washi, for Haiphong, 20 Chinese.

SHIPPING REPORTS.

The British ship, Leicester—reports:
Sighted St. Johns May 1st. Babyan Claro
on the 19th. Crossed the Equator May
3rd in Long. 152.24 E.

The British barque Rhoda reports:
Light S.E. wind in the Gulf of Siam, and
as far as Cape Padaran, thence light
southerly winds and thick weather with a
current setting South.

The British ship Gryfe reports: Winds
light and variable up China Seas until 20th
May. Since then wind from S.E. to S.W.
On 22nd and 23rd heavy rain with squally
weather, and much thunder and lightning,
on 24th gentle breeze and fine.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW.—
Per CHEUNG HOCK KIAN, at 11.30
a.m. To-morrow, the 25th inst.,
instead of as previously notified.

For SWATOW, AMOY & FOCHOOW.—
Per NAMOI, at 2.30 p.m., on Saturday,
the 25th inst.

For MANILA.—
Per ESMEALDA, at 11.30 a.m., on
Monday, the 25th inst.

MAILS BY THE FRENCH PACKET.

The French Contract Packet MEIKONG,
will be despatched from Hongkong
on SATURDAY, the 26th inst.,
with Mails to and through the
United Kingdom and Europe, via
Marseilles, to Saigon, Singapore,
Batavia, Gall, Pondicherry, Ma-
draz, Calcutta, Bombay, Aden,
Suez, and Alexandria.

The following will be the hours of closing
the Mails, &c.:

Friday, May 25th.—
5 p.m. Money Order Office closes. Post
Office closes except the NIGHT BOX,
which remains open all night.

Saturday, May 26th.—
7 a.m. Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m. Registry of Letters closes.

11 a.m. Post Office closes except for Late
Letters.

11.15 a.m. Letters (but Letters only)
may be posted on payment of a
Late Fee of 18 cents extra post-
age, until

11.30 a.m., when the Post Office Closes
entirely.

Hongkong, May 12, 1877. my26

POST OFFICE NOTIFICATIONS.

MAILS will close:—

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet OORANIC
will be despatched on MONDAY,
the 28th inst., with Mails for
Japan, San Francisco, and the
United States, which will be closed
as follows:—

2 p.m. Registry of Letters closes.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan or the
United States only may be
posted on board the Packet
with Late Fee of 12 cents
extra Postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed
for this route, and if not fully prepaid
will be sent by British Packet.

Hongkong, May 15, 1877. my28

MAILS BY THE ENGLISH PACKET.

The English Contract Packet GWALIOR
will be despatched with the Mails
for Europe, &c., on SATURDAY, the
2nd June.

The following will be the hours of closing
the Mails, &c.:

Friday, 1st June.—
5 p.m. Money Order Office closes.

6 p.m. Post Office closes except the NIGHT
Box, which remains open all night.

Saturday, 2nd June.—
7 a.m. Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m. Post Office closes except for Late
Letters. Registry of Letters closes.

10.15 a.m. Letters may be posted with
Late Fee of 18 cents extra
Postage till

11 a.m., when the Post Office Closes
entirely.

11.30 a.m. Letters (but Letters only,
addressed to the United Kingdom
Via Brindisi or to Singapore, may
be posted on board the Packet with
Late Fee of 48 cents extra postage,
till

11.50 a.m., when the Mail is finally
closed.

Hongkong, May 28, 1877. je2

Shipping Intelligence.

The following is corrected from the latest
London Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From. Remarks.
Nov. 28, Western Chief, London
Dec. 8, Bendutha, Cardiff
17, A. E. Vidal, Hamburg
22, Sophie, New York

Jan. 4, C. R. Bishop, London
12, Woodhall, Hamburg
12, Hope, London
18, Batavia, Hamburg

Feb. 1, Robert Henderson, Burryport
2, Polyseia, Cardiff
5, Carrizal, Cardiff
8, Daphne, London
12, Leading Wind, Antwerp
17, Theresa Behn, Cardiff
18, Matheless, Cardiff
19, Octavo O, Cardiff
19, F. P. Lichfield, Cardiff
19, Malpu, London
20, Fenitth, London
22, Eulid, London
22, Osaka, London
27, Gold Hunter, Cardiff
28, D. McB. Park, Sunderland v. S'pore
28, Janet Ferguson, Glasgow v. S'pore

Mar. 1, Isles of the South, Cardiff
1, Brown Brothers, Cardiff
1, Khedive, Antwerp
2, Parosca, Cardiff
3, A. S. Davis, Cardiff
4, Nimbus, Cardiff
4, Jala, Cardiff
6, Lord Macaulay, Cardiff
13, Golden Spur, London
15, Antwerp, Swansea
19, Victoria, Liverpool
19, C. W. Cochrane, Cardiff
20, Springfield, Cardiff
20, Warrior, Cardiff
20, George, Cardiff
22, Biding (s.), Cardiff v. Suez, &c.
26, May Queen, Cardiff
27, Seindia, London
27, Fortuna (s.), Antwerp v. Suez, &c.
29, Commissary, London
29, Cygnus, Cardiff
30, Eigin (s.), London
Apr. 8, Rota, Cardiff
4, Sydenham, Cardiff
5, Priam (s.), Liverpool via Suez
7, Kaskow, London
10, St. Elmo, Cardiff
11, E. S. Sandford (s.), Cardiff v. Suez, &c.
12, Galates (s.), Cardiff v. Suez, &c.

AT SHANGHAI.
Dec. 23, John Nicholson, New York
27, Undine, London
Jan. 1, Windhover, London
31, Forward Ho, London
Feb. 22, Belied Will, London
28, City of Aberdeen, London
Mar. 3, Callier Ou, Cardiff
10, Sid Lancelot, London
10, Coldstream, New York
24, Wigton, London
28, Isle of Erin, Greenock
Apr. 6, Cora, London

AT AMOY.
Mar. 10, Beale Morris, Swansea
Dec. 28, Ino, Greenock

AT CHEFOO.
Mar. 7, Ab. Stie, Cardiff
LOADING FOR CHINA AND JAPAN FORTH,
At London.—Steamers via Suez Canal.
Glenohoby, Nankin.
Amboto, Altona.
Glenysle, Gordon Castle.

Sailing Vessels.
Duke of Abercorn, Abbey Cowper.
James Shepherd, Melbroke.
Kate Carnie, Ferdinand Brumby.

At Liverpool.
Dionied (str.), Titae.

General Memoranda.

SATURDAY, May 26.—

Noon.—French Mail leaves for Ports of
Call and Europe.

3 p.m.—Namon leaves for Coast Ports.
Plinthire leaves for Saigon.

Goods per Teviot undelivered after this
date subject to rent.

Goods per Volga undelivered after Noon,
subject to rent and landing charges.

Goods per Kashgar undelivered after this
date subject to rent.

MONDAY, May 28.—
Noon.—Emeralda leaves for Manila.

2 p.m.—Sale of Household Furniture, at
Dr. Stou's residence, No. 1, Alexandra
Terrace.

3 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

4 p.m.—Benarty leaves for Foochow
(direct).

WEDNESDAY, May 30.—
Noon.—Sale of Hulk Chase, &c., on
board, off Stone Cutters Island.

THURSDAY, May 31.—
5 p.m.—Meeting of the Victoria Recrea-
tion Club at the Club House.

SATURDAY, June 2.—
Noon.—English Mail leaves for Ports
of Call and Europe.

MONDAY, June 11.—
2 p.m.—Sale of Goodwill, Furniture,
Fixtures, Liquors, &c., of the "Star
Tavern."

FRIDAY, June 15.—
3 p.m.—American Mail leaves for Yoko-
hama and San Francisco.

MEMOS. FOR TO-MORROW.

Auction.

Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUPPLIES, NURSERY REQUI-

SITES, TOILET REQUISITES, ENGLISH,

AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla,
Water, and other Astringent Waters.

The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced
at 6.20 p.m.

THE CHINA MAIL.

HONGKONG, THURSDAY, MAY 24, 1877.

A RECENT telegram announces that a
railway 163 miles in length has been
opened between Rangoon and Prome
in British Burma. It is quite possible
that at some future day this line may
be extended, and become an important
channel for trade with Western China.

The final orders of the Secretary of State
sanctioning the construction of the whole
of the line were received in December
1874, and the work has been in hand
about three years. The whole of the
rolling stock has been manufactured on
the spot. Prome, the terminus of the
line, is an important town, of about
100,000 inhabitants, but however thickly
populated the district may be the under-
taking is undoubtedly a very spirited
one, and reflects considerable credit upon
British enterprise. This is the second
railway constructed, or under construction
in British Burma, the other being the
Sittang Valley Line. The official title
of the Rangoon-Prome Line is the
Irrawaddy Valley (State) Railway.

THE peculiarities of the administration

them good-bye, we took our way once more along the narrow path out on the precipitous hills which flank the river on both sides. We gradually got accustomed to seeing a sheer fall of many feet on one hand and nothing to catch hold of on the other but surface-deep plants and weeds. Now and then a bridge, to call small things by great names, made up with that in youth we had acquired in *piet montagnard* on some treacherous Alpine path. A gap of anything from ten to twenty feet in breadth by about sixty-five feet (we omit fractions) in depth, spanned by three narrow planks, is sufficiently uninviting to people who have not been trained to rope-dancing. On one occasion we found the middle plank quite rotten away at the further end, so that the iron rivet which held the three together was exposed to view, and we experienced a violent rush of blood to the head as we stopped there a moment over the gulf below to adjust our feet carefully on the two exterior planks, which were sound. We found, however, that the will could exercise considerable control over this rush of blood, and in response to a determination not to let it confuse our thoughts, we felt it begin gradually to subside. In less dangerous places, the bamboo poles are usually tied together and thrown across, and the naked foot of the local mountaineer finds no trouble in stepping lightly across. But beneath the barbarian boot, these bamboo poles always feel as if they must turn round, besides being smooth and slippery enough to make the passage across anything but comfortable and secure.

24.—This morning we arrived at the *Ta-feng-pien* rapids which are considered among the most dangerous of all about here; so that a proverb has sprung up and is now widely used in the *Chia-chow* department by numbers who are quite ignorant of its origin. It runs thus:—

"Lose a pole, and you're back to Sam-ho-pah."

Shih yih kau chuan chu'i San-ho-pa.
For the stream is so swift just at this point that much valuable time would be lost if one of the boatmen dropped his punt-pole into the water. The usual application of the proverb is to any arduous undertaking in which the least slip would be fatal.

Having had unseasonably hot weather up to-day, we are now treated to a temperature which calls for a thick great-coat at breakfast. Yet these voracious boatmen make no change in their costume unless it is to wrap up their heads in a blue calico turban, leaving their legs and backs well exposed to the pitiless north-easter which makes us delicate mortals shiver again. From one year's end to the other they seem never to put on either shoes or stockings; but, somewhat contrary to our notions, they are very careful to keep their heads as warm as they can. Tradition says that the turbans worn by the natives in this part of the empire were first put on at the opening of the present dynasty, when, sullenly submitting to the Manchu power, they sought to hide the hated badge of slavery—the shaven head and plaited tail which the victorious Tartars imposed upon the conquered race.

Meanwhile we are slowly passing a seven-storied octagonal pagoda with a small red temple at its foot sacred to the God of Literature, from which point the hills on both sides recede inland and leave us to wind our way through an open and apparently fertile plain until we reach Sung-k'ou where they again take their place on either bank of the river. The chilly air has a tendency to sharpen the appetite, as we remark during five minutes' conversation with the "man at the wheel," but this infallible guide assures us that the phenomenon is due to the amount of wood all round us, which causes digestion to take place more rapidly than usual—and we bow forthwith to his decision. For is he not a child of the same soil that produced the sages of antiquity? And did not those sages examine closely into the nature of things and deduce certain fixed laws to remain unchallenged for all time? But we have thrown an apple of discord on to the boatmen's dinner-table—the deck. They have taken up the theory of cold weather increasing the appetite and are talking for their very lives. And as we are rather in the proverbial trade to-day, we will just mention a saying apropos of the long tongues of these Hakka boatmen.

"Three Hakkas and three *Chia-yang* men will take enough to stan you."

San-ho K'ie-jin, san-ho Ch'ao-yang-jin
teu kau hui sei jin.

But as Mark Twain observed, when he was told that a vessel of 1000 tons was bearing down on them, that "800 tons would be sufficient for him," so we feel it a duty to state that peradventure two Hakkas would be enough to do the trick without any *Chia-yang* men at all. Which digression is quite diverting our attention from the extraordinary looking village of Sung-k'ou, which one would certainly say had just been burnt out by a fire, so blackened and smoky are its houses, and walls. The curious feature is the height of the houses, rarely all being of three and many of four stories. They are evidently poor miserable tenements, with the single exception of the local pawnshop which flaunts its huge sign on a lofty and well-kept outer wall. We stop here a few minutes only and then pole slowly up stream before a large and swelling crowd. The washer-woman almost drops her *baton* with astonishment.

"Lion rests upon his wheel."

and youthful Hakkas scream and shout with excitement. There is an end, however, to all panoramas, and we were soon snatched from their eager gaze, to gaze very shortly ourselves upon the hill-side where they say may be traced the lineaments of a beautiful woman. But we gazed and gazed in vain. Perhaps the lady was shy and would not show herself to strangers, though that excuse will not hold good for the gentleman on the other side of the water, whose features were equally indistinct.

At this point we met long fairs of wood coming down with the stream upon their difficult and dangerous course. They say at Swatow that there are three hard trades for a poor man—

1. Managing rafts.
2. Carrying young fish to stock ponds.
3. Cutting ruel on the hills.

In the first trade the illusion is to the cumbersome and unmanageable nature of the rafts, which are often of immense extent and very troublesome to guide. To carry young fish it is necessary to keep up a very tiresome jogging motion so that the water in which they are kept shall be well shaken about; otherwise the fish will die. In the third case the full-cutters cut away all day until he is thoroughly tired and hungry, and then he has to carry a heavy load home.

(To be continued.)

Shanghai Courier.

CELEBRITIES AT HOME.

(Works.)

VICTOR HUGO IN THE RUE DE Clichy.
His life has been as full of antitheses as his style. He went from Paris to the Channel Islands—that is to say, from the most animated part of animated Nature into almost monastic seclusion—and finally he left his retreat to return to Paris once more. In Jersey and in Guernsey he was necessarily left very much alone. A man who before his exile could never without a stratagem have secured an evening to himself passed whole weeks and months in comparative seclusion, with none but his family around him, and with only the sea to answer his voice in the outer world. The varied strength of his character is attested by the manner in which he bore the change. The literary cry for the desert is generally insincere; and now great men who retire from the crowd can best be casting one long lingering look behind to see if they are not followed by a portrait-painter or a sorcerer. If Victor Hugo himself did the same thing, nobody saw him. On his return to France he passed, as it were, from the night of public notice into its noonday blaze, and Paris has ever since been trying to make up by her importunity of hero-worship for the enforced neglect of years. His servants would save themselves a great deal of fruitless trouble by keeping his door wide open; for there seems to be a tacit understanding among Frenchmen of all classes that it shall never be shut. The ordinary arrangement seems to be as much out of place as a padlocked gate before a popular shrine.

The fact is accounted for by his varied relations with the world. He is a dramatist, a writer of romance, an artist, an orator, a poet, and a politician: he seems to touch public life at all points. Ere the last of the literary retires from his threshold, the first Republican constitutionalist arrives. He has been obliged to take vigorous measures of self-defence. You may go to his house in the morning, as men do go, but you could hardly see him to save your life. You would not, indeed, catch him napping, for he is up betimes; but he would be locked in his study, putting touches, perhaps, to the manuscript of *La Légende des Siècles* in the marvellously clear hand in which it is sent to the publisher. His letters, by the way, are scrawls; it is only his "copy" that is like a sheet of print. In the one case, the burden of responsibility for his meaning rests with the person addressed; in the other, with the writer. It would be your misfortune if you missed a line in an invitation to dinner; it would be his if the composer left out a single antithesis in an invocation to Paris as the Light of the World. A home-loving man, he has still a family about him in the second generation, though Death has dealt so cruelly with the first, and the prattle of his children's children, especially of his little Jeanne his favourite, is to be heard in the house. They lead their life, he, his, during those hours devoted to composition. It is understood that he is to be kept free from all intrusion until breakfast-time, or to render it by its true equivalent for English readers, until lunch. He may, however, obtain an extension of leave by prolonging his fast. The meal is served by one, and all are summoned but the master. No one ventures to disturb him. His underdone cutlet is there; if he comes in to time, he has it hot; if not, he very contentedly eats it stone-cold, sometimes at three or four in the afternoon. When he is late, they guess that it is because he is in the vein, and will not; or cannot, leave his task. He invariably makes but one sitting of it: he is unable to write a line after he has tasted solid food.

He might be tempted to linger in his study for another reason: from the moment he comes out of it he ceases to belong to himself. The world seizes him in a grip as tight as that of the picture in his own fable of natural history. There is only one regulation, as the police might say, to divide the crowd. If you want to speak to him on literature, it is generally understood you come in the afternoon; if on politics, in the evening; but, to tell the truth, the distinction is one rather of form than of fact. Nothing is easier than to evade the rule; you have only to make your errand things in general, and you may go at any hour.

A young writer has just brought out a book, and he has received his own copies from the publisher. Some he keeps for himself, others he gives to his friends, and one is laid aside for the *doyen* of French literature, Victor Hugo. He gets his introduction, and away he goes to the Rue de Clichy, a sort of connecting-link, one might say, between luxurious Paris and the Montmartre quarter. He wonders a little at the choice of such a busy thoroughfare for a song-bird's nest—a thoroughfare of second-hand furniture shops and right *coiffeurs*, with a new skating-rink opposite to the house of the poet. The house is built in flats, in the usual style of Paris, and it has many tenants, but there is no need to ask questions at the porter's lodge. The man knows in a moment whom the visitor wants. He has the indescribable manner of those domestics who are used to receiving a crowd—who are not only servants, but guardians of a temple. He reads the inquiry in a look—Victor Hugo? He does not wait to hear it—On the third floor, monster; the door to the right. The buxom woman-servant of mature age who answers the ring has the like qualifications for her office. She is as adroit in divination of character and objects as the man who opens the door at the doctor's, and who distinguishes between the patient and the friend at a glance. Our pilgrim is shown into a back drawing-room, and there he finds—perhaps a little to his mortification—that he is not alone in his errand of homage and pious regard. There is hardly a vacant chair.

If a Frenchman, he makes the acquaintance of every other person present in a twinkling; if a foreigner, he probably retires into a corner and makes the acquaintance of the furniture. In either case he could hardly be more agreeably employed. The room is characterized by a sort of sober luxury of decorations; its walls and ceiling are tapestried in a low-toned crimson, which affords sufficient relief to its cabinet of black oak, and something more than sufficient to its candelabra of burnished gold. Simplicity is a relative term, and this is simple for Paris: no more can be said.

Presently, an old gentleman with silver hair enters, and all rise: it is Victor Hugo. The first effect of the face is most peculiar; you seem to see the forehead and nothing else—for one reason, perhaps, because the lower features are permanently hidden by the crisp white beard. He advances with a slight stoop, and slowly

moves among his visitors with a peering glance, as though he were engaged in the vain effort to identify them by the names on their cards. When he does speak, his manner is found to be perfect. He has the most unostentatious graciousness of his twofold patent of nobility, social and intellectual; for, in spite of what the wife says about the modernness of his title in the French peerage—now long laid aside—the name he bears has been a good one, as the world's most chivalrous *bonnet de cour*. He is the most estimable of men, for over three hundred years, the gentleness and the complete absence of self-assertion of his assured position in the public regard. His speech is eminently simple—no doubt because he has just made so many hundreds in the other room, and he wants a rest. The morning crowd dismissed, he goes out to take the air. It is rumoured that he likes no way of taking it so well as to jump on an omnibus, and to do the whole journey out and home with the panorama of the crowded streets before his eyes. Sometimes, but not very often just now, he takes the train for Versailles on senatorial duties intent. He missed the right one the other day when they were electing a brother senator, and arrived five minutes too late with a vote that might have saved his party from ultimate defeat by turning the immediate contest into a draw. He was twitted for it, but more by his best friends. "Why try to make men of business of poets?" cried the *Figaro*. "What can they be expected to know of the flight of time? They look at the zodiac, not at their watches." It is fair enough as a hit in party warfare, but outside of that it is of no force whatever in its implication of censure of this over-busy life.

At seven he enters dinner. He is always punctual, this being his first hour of true mental relaxation. He has friends at the board every day, and their talk makes the meal the holiday-time of his spirit. He seems to keep open house for those he likes. Go on what day you may at this hour, and you find a party sitting down to table. The talk is a finely-blended salad of good things, soft and piquant, in literature, politics, music, the drama, and even art, for Victor Hugo is no mean hand with the pencil. Politics has the first place; it is a veritable little parliament; and, since there are more instead of speeches, it is much more entertaining than Versailles. It may be likened rather to a periodical Tea-room meeting, at which the course of one section of the House is determined in advance from day to day. The key to much that passes in the Hall of Assembly in the afternoon is to be found in what was said in this little dining-room the night before. The host leads—not more by reason of his position at the board than of the substantial value of his advice. He enjoys a high and a deserved reputation among his party for his temperance and common sense in counsel and for his tactical skill. He knows when to charge, if his speeches and political writings show that he does not always know how to do it. In debate his genius is apt to run away with him, and he is a poet before anything else. The happiest combinations are those which he inspires without attempting to lead. The meal is commonly a long one, but probably no one rises from the table without feeling that it has been too short. Not a single precious moment has been wasted in *enunciating* the presence of ladies, and notably of Victor Hugo's daughter-in-law, whom he has just left by her marriage with a Radical deputy, M. Lockroy, serving as a standing security against that worst evil of life.

Long before the dinner is at an end fresh pilgrims have begun to assemble, in the smaller drawing-room, for the evening reception, and the host has to make short work with his dessert. When the process of identification is complete, the guests are invited to enter the *salon*—furnished in a lighter style than the other apartment, but in the same principle, of the absolute exclusion of mere white from ceiling or wall. Mirrors are plentiful—it is a French house; and the many coloured ornaments of the Venetian frames harmonize well with the tapestry. Presently the throng is increased by the contingent from the dining-room, and then the scene becomes one of great animation. The apartment is crowded with striking figures, but there can be no question as to which is the most striking of all—that white-haired old man who, in spite of his seventy-five years, is still incontestably the greatest spiritual force of France. Nothing can be more unjust than to accuse him of vanity or the greed of homage, as is sometimes done. His bearing is modesty itself; he simply cannot get away from his admirers. Here, for instance, in his own drawing-room—where, if anywhere, a man should belong to himself—he has but just left a group of deputies when a young actor bows him with his glittering eye, and he has heard one of his own deeds repeated *ad hoc* from beginning to end. Come in and catch him listening, without knowing the antecedent circumstances, and you might say that he was snuffing incense kindled by a match from his own pocket; but you have only to be better informed to see that he is conferring an immense favour out of pure goodness of heart. This young actor is absolutely unknown; he is understood to belong to distant Bordeaux or Avignon; but having an ode of the poet to recite at a *fête* this day fortnight, it has occurred to him that he will run up to Paris to have the author's interpretation of a difficult line. It is but one line, and yet he has come these miles to have the answer. A light-hearted people? Not at all; they are terribly earnest in what they deem the serious business of life. "Should it be thus, or thus, or thus?" and by turns he goes through the elocutionary pantomime of warning, entreaty, or command—Jove the while most seriously inclined to hear, and at length deciding for the last with a murmur of "Comme ça." It is a pretty picture, and unique of its kind, for perhaps nowhere else in the world would a man of Hugo's eminence be so readily accessible to a boy who is only an actor whom nobody knows. His mission accomplished, the young fellow has the tact to offer to retire—no matter what their position, good breeding is in the marrow of their bones—but the other will not hear of it. "Restez; soyez le bien-venu; vous êtes chez vous!" And now it is a Jersey man who has the reversion of his button-hole—an Anglo-Frank, speaking both languages with equal ease, who was one of the faithful few that stood by the exile in that deplorable business of the expulsion. Let him make haste; for here are four poets—yes, positively four, and all well known to fame—waiting for his judgment on a happy

point of metre. Too late in any case; place *aux dames*: a beautiful *débütante* in opera has just entered the room. "Bonsoir, maîtresse; but you must have forgotten me," and she raises her hand to her lips. "Mon enfant, after I had once seen you how could I ever do that?"
Republican as he is outside, he is king in this drawing-room in spite of himself—king, not more by virtue of his genius than of his chivalrous *bonnet de cour*. He is the most estimable of men, for over three hundred years, the gentleness and the complete absence of self-assertion of his assured position in the public regard. His speech is eminently simple—no doubt because he has just made so many hundreds in the other room, and he wants a rest. The morning crowd dismissed, he goes out to take the air. It is rumoured that he likes no way of taking it so well as to jump on an omnibus, and to do the whole journey out and home with the panorama of the crowded streets before his eyes. Sometimes, but not very often just now, he takes the train for Versailles on senatorial duties intent. He missed the right one the other day when they were electing a brother senator, and arrived five minutes too late with a vote that might have saved his party from ultimate defeat by turning the immediate contest into a draw. He was twitted for it, but more by his best friends. "Why try to make men of business of poets?" cried the *Figaro*. "What can they be expected to know of the flight of time? They look at the zodiac, not at their watches." It is fair enough as a hit in party warfare, but outside of that it is of no force whatever in its implication of censure of this over-busy life.

WHAT THE WORLD SAYS.

I hear of a great scandal at the Foreign Office. A person who has been allowed to act as an agent for consuls and others serving abroad is said to have bolted with a large sum of money, confided to his charge. I hope we have now heard the last of this Foreign Office scandal, and that this will be the end of them. It is difficult to imagine anything more injurious to the high tone which ought to pervade the consular service than the belief prevalent throughout it that the employment of a Foreign Office agent is necessary in order to obtain advancement, or even leave of absence.

I believe I may confidently assert that at the end of the present Session Mr. Hardy will resign his portfolio as Minister of War, and retire to the comparative ease of the Upper House. His successor will probably be Sir Michael Hicks-Beach, but on this point I cannot speak with certainty. If Colonel Stanley were a better debater, he would be the right man in the right place as Secretary of State for War.

The following is the opinion of a very distinguished French cavalry-general on the next war: "If the war is general, we shall abandon Nancy, defend ourselves behind the Meuse, and meet the Germans in Belgium. If the war should unfortunately again be a mere duel, then, if it occurs within the next three years, we can only fight behind the Meuse on the line of Sedan, Toul, Belfort. In three years this line of fortresses will be finished. We shall then try to fortify the frontier itself and to hold Nancy, although personally I think that Nancy will always be untenable."

I hear that two very opposing currents of opinion struggle with each other in Paris about the "retreat" of Prince Bismarck. One side positively declares that the mighty Chancellor withdraws because he is unable to lead his imperial master to declare war against France. The other side asserts with equal certainty that the Prince recedes to Varzin because he is unable to prevent the same imperial master from declaring war against France. Under these circumstances, I remember distractedly the title of an article which appeared seven weeks ago in the *World*, and I exclaim, "Which?" Unless, indeed, it should happen to be neither.
At the presentation of colours to the 53d at Birr barracks the other day by the Duke of Connaught, the regimental band played "The Wearing of the Green" for the marching tune. This spirit air used to be interpreted as treasonably felonious in Ireland a few years ago. If, as I have reason to believe, H.R.H. directed that it should be struck up, he is directly right. There is nothing like taking the bull by the horns; but what will malicious malcontents say to this appropriation of their music by the Saxons? I warrant they will hail it with pleasure.

Through constantly walking in one direction round the hall (he being unable to turn and turn about like Weston), O'Leary has the muscles of one leg contracted, and a drop of at least three inches of the shoulder on the same side. The curious may be interested to learn this is the result of walking 520 miles, with 26 abrupt turns at each mile always swung in the same direction. Once or twice O'Leary tried to reverse his way of walking, and turn his right hand to the enclosure; but a couple of laps were enough at a time. It would seem as if there could be no choice in the matter; there was winning and losing in it.

The following appeared in the papers of a midshipman undergoing examination at Portsmouth for his sub-lieutenancy:

"Q. Demonstrate the resistance developed by a galvanometer when connected with a Daniel cell.

A. The dimensions of this most remarkable state-prison have not been handed down to posterity. It is, however, generally supposed to have been 40 ft. x 30 ft. x 20 ft., and filled with lions. How the lions got there will probably never be explained. It is one of those things no person can understand, and is a remarkable proof both of the courage and the scientific knowledge of these heathens. The lions are now dead. So are the folk who put them there. *Sic transit gloria mundi*."

The student was plucked—which seems to me hard lines.

I am asked to publish the following story: A certain Mr. Wall has entered into partnership with Mr. Frank Bodda—best known to fame as the husband of Miss Louisa Pyne—for the purpose of obtaining penalties from persons who unwittingly sing songs in public in which they claim a copyright. Their claims are an annoyance, and sometimes something more; but the story which reaches me shows that the partners can do something more than annoy. It appears that an amateur concert was given in the schoolroom at Harlesden for the benefit of a railway porter who is lying in a hospital ill with the rheumatic fever, who has a large family depending upon him. At the concert one of the amateurs sang "Sweet spirit, hast my prayer." Mr. Wall straightway wrote in the name of Mr. Bodda to demand a "penalty" for this heinous offence. Thereupon a letter was written to Mr. Bodda explaining the circumstances, pleading inadvertence, and asking for a remission of the penalty on the ground of the poverty of the family out of whose pockets it must come. That appeal was returned to the writer and a letter to the same purport sent to Mr. Wall was answered by a statement that the object of the concert was an immaterial point; and

that if a sovereign were not paid forthwith, legal proceedings would be taken. Rather than go to law about the matter, the promoters of the concert paid the sovereign, but I cannot say I envy Messrs. Wall & Bodda the receipt of it. I am even tempted to wish that the matter had been fought out by the law-courts, for the legality of these demands appears to need some better basis than the dicta of Mr. Wall.

A curious story reaches me from Philadelphia, which I recommend to the notice of sensational novelists and melodramatic authors. A Mr. Gardiner of Burlington, Wis., posted a letter to his brother at Detroit in 1835. The brother had left Detroit, the letter followed him; the brother had moved again; again did the letter follow, and unavailingly pursued its object over the entire continent of America for some years. The business was then given up, and the epistle was deposited in the dead-letter office at Washington. There it lay until last year, when it was shown at the Centennial Exhibition, and moreover seen, claimed, and originally addressed. It unfortunately contained nothing more romantic than 300 dollars; but placed in it the missing link proving the heirship to the vast estates, produces it in the third volume or the fourth act, the *Dead Letter* should run into a tenth edition or for five hundred nights!

A rather curious story is *à propos* of the Boat-race, about an old gentleman who, for the last twelve years, was in the habit of taking a 1000 to 1 against the chance of a "dead heat." This bet has been yearly laid him by the same individual (who annually received a P.O.O. for it). The poor old fellow died this year a fortnight before the race.

Surely something might be done to prevent the publication of the letters of criminals under sentence of death. The sheriffs have a certain amount of authority, and I could wish that they exercised it. When the filthy brute Flash was awaiting execution he performed in this line are eclipsed by the letter which appeared in the Birmingham papers of Saturday. One Baker is lying under sentence of death in Warwick goal. His case is a common one. He was living with a woman of dubious, or rather of not dubious, character. She preferred some one else, and he murdered her. Since his sentence, Mr. Baker has paid great attention to the exhortations of the prison chaplain, and the result is seen in a letter which is perhaps the most nauseous outpouring of cant that has ever been offered to the world. Mr. Baker is quite convinced of his eternal happiness, and, in his own words, he fully expects to "hear that joyful sentence, 'Come, ye blessed of My Father, and inherit the kingdom prepared for you from the foundation of the world.' The rest is too shocking for quotation; but I can only say that it is a state of mind produced in murderers by the unremitting ministrations of the goal chaplain. It is a legacy to the town of Boston of 1000l., with a request that the interest should be devoted to aiding young mechanics to get a start in life. He hoped that there would be always a sufficient number of 'virtuous and benevolent citizens' in Boston, 'willing to bestow part of their time in doing good to the rising generation by superintending and managing this institution gratis.' The fund has fructified, amounting now to about 40,000l.; but the Boston mechanics have never profited by it, for lack of 'virtuous and benevolent citizens' to administer it gratis. At last, after an interval which cannot be called too short, an attempt is about to be made to carry out Franklin's intentions. An application is to be made to the Supreme Court to substitute the Massachusetts Charitable Mechanic Association for the benevolent citizens contemplated by Franklin, but who appear to be conspicuous by their absence. The affair is not very creditable to the citizens of Boston, and furnishes a disagreeable comment on the admiration which they profess for the memory of their great townsman and one of the fathers of their Republic.

Wit, eloquence, and poetry.
His Majesty is a wonderful linguist—for a Majesty; talks English, French, German, and Italian fluently and with elegance. While yet Crown Prince he sent in a metrical rendering into Swedish of *La Gerusalemme Liberata*, signed only with a motto, to a literary society of Stockholm, and carried off the laurel of victory from all competitors. He is studious, simple, and much liked; but he is not so popular as his frolicsome brother and predecessor. But this is human nature. Nearly ninety years ago, Benjamin Franklin died. He left a legacy to the town of Boston of 1000l., with a request that the interest should be devoted to aiding young mechanics to get a start in life. He hoped that there would be always a sufficient number of 'virtuous and benevolent citizens' in Boston, 'willing to bestow part of their time in doing good to the rising generation by superintending and managing this institution gratis.' The fund has fructified, amounting now to about 40,000l.; but the Boston mechanics have never profited by it, for lack of 'virtuous and benevolent citizens' to administer it gratis. At last, after an interval which cannot be called too short, an attempt is about to be made to carry out Franklin's intentions. An application is to be made to the Supreme Court to substitute the Massachusetts Charitable Mechanic Association for the benevolent citizens contemplated by Franklin, but who appear to be conspicuous by their absence. The affair is not very creditable to the citizens of Boston, and furnishes a disagreeable comment on the admiration which they profess for the memory of their great townsman and one of the fathers of their Republic.

THE EARLY DAYS OF MR SIMS REEVES.
John Sims Reeves was born at Shooter's Hill, in Kent, on October 21st, 1822. Showing a great aptitude for music in his earliest years his father, himself a musician of no mean ability, fostered and encouraged him in every way, so that the natural genius he possessed might not die for lack of nurture. This prudent care, acting upon a mind willing and able to receive, had a good effect, that as a very tender age the future tenor had already mastered the mechanical difficulties of several musical instruments, string as well as wind, besides making himself acquainted with the less interesting but no less valuable study of theory. The beauty of his voice as a child won for him many wealthy and powerful friends, who supplemented the aid his father could offer by furnishing masters to instruct him in various educational matters, musical as well as ordinary. These friends, in return, were accustomed to invite their acquaintances to listen to the performance of their prodigy, which even in "hot" early days was held to be something extraordinary. When his voice broke, or changed from "a childish treble" to a more manly quality, he redoubled his study of the organ, and before he was fourteen years of age he acquired sufficient skill to qualify him for the post of organist of North Cray Church. The importance of this position for one so young was fully felt by none so much as by him who held it, and all spare time was carefully spent in earnest and assiduous study, in order that he might maintain the position in which he was placed with dignity to himself and honour to those who had recognised his budding talent. But a change was to

come "o'er the spirit of his dream." In enforcing the precept to the chole, under his charge a certain amount of practical example became necessary, and in giving these examples young Reeves discovered he had a voice. His father, and other experienced friends, found also that that voice was of a fine character and quality. Probably because he feared to trust his own judgment, or because he thought that needful instruction for the training and the development of the voice would be better regarded when imparted by a stranger—one whose position was calculated to command respect—the father of young Reeves placed him under a teacher of singing who was so far mistaken in his judgment of the character and quality of his young pupil's voice, that he treated it as baritone, and gave him exercises calculated to be of advantage to a voice of that compass and register. The strong love for things dramatic induced him to resign his post as organist, and in due course to make his first essay as a vocalist. When he was scarcely sixteen years of age, he made his first bow before an audience. The Theatre Royal at Newcastle was the scene of his *débüt*, and here, as at one or two other theatres in that circuit, he played such parts as the Count Rodolpho, in Bellini's opera "La Sonnambula," and Dandina, in Rossini's "Cenerentola"—parts for a bass or baritone voice—with marked success. —*Cassell's "National Portrait Gallery."*

THE BRAINS OF CRIMINALS.

In our last issue we published a very interesting letter from our Vienna Correspondent, in which a brief summary was given of Professor Benedict's researches on the brains and skulls of criminals. The subject is an important one, both from a physiological and a psychological point of view and it is to be hoped that more extended and more precise inquiries will be made upon it, for the results which Dr. Benedict has obtained, though very important, are not sufficiently numerous to warrant any large induction. Up to the present time Dr. Benedict has examined the brains of sixteen criminals, all of which, on comparison with the healthy brain, he finds to be abnormal. Not only has he found that these brains deviate from the normal type, and approach toward that of lower animals, but he has been able to classify them, and with them the skulls in which they were contained, in three categories. These consist in (1) absence of symmetry between the two halves of the brain; (2) an excessive obliquity of the anterior part of the brain or skull—in fact, a continuation upwards of what we term a sloping forehead; (3) a distinct lessening of the posterior part of the skull in its long diameter, and with it a diminution in size of the posterior cerebral lobes, so that, as in the lower animals, they are not large enough to hide the cerebellum. In all these peculiarities the criminal's brain and skull are distinctly of a lower type than those of normal men, and the interesting question arises, how far are the evil acts of the criminal to be attributed to this retrograde development. Dr. Watts can pardon the vicious propensities of "bears and lions," on the ground that "God had made them so." If he had foreseen these new inquiries he might have felt less hopeful when he bade his little readers not to "let their angry passions rise." The results of Dr. Benedict's researches, if confirmed by further examinations, will do much to shake many beliefs now firmly fixed. —*Medical Examiner.*

"BERKELEY, Sept. 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent Mr. Bell, Berkeley, for the above-named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may truly be afflicted. —I am, Sir, yours truly, HENRY ALFARIS. —To the Proprietors of NORTON'S CAMOMILE PILLS."—ad/1877.

Quotations.	
HONGKONG, May 24, 1877.	
OPUM.—New Patna, cash...	\$605
" Old Patna, cash...	570
" New Benares, cash...	565
" Old Benares, cash...	567
" New Malwa, cash...	575
" credit...	580
" Allowance Tels, 4 a 16	
" Old Malwa, cash...	565
" credit...	560
" Allowance Tels, 32 a 40	
CAMPOR,	18.50 a 18.60
QUICKSILVER,	59 a 59 1/2
SALTPETRE,	6.50 a 7.25

Exchange.	
Bank, on demand,	3/11 3/11
" 30 days' sight,	3/11 3/11
" 6 months' sight,	4/0
Credit,	4/0
Documentary, 6 months' sight,	4/1
Bombay,	230
Calcutta,	280
Shanghai, demand,	75 1/2
" 30 days' sight,	74 1/2
Bar Silver, 37, dwts. E.,	84 prem.
Mexicans,	3
Gold Loan,	25.80
English Sovereigns,	4.98
Australian Sovereigns,	4.93
Discount,	7 a 9

Shares.	
Hongkong Bank, 21 prem.	
Union Ins. Society of Canton, \$750	
China Traders Ins. Co., \$2,450	
Yongtze Ins. Co., \$220	
Yongtze Ins. Association, fls. 750 a 800	
H.K. Fire Ins. Co., \$540	
China Fire Ins. Co., \$142	
H.K. & W. Dock Co., 35 % dis.	
H.K. & M. S. Boat Co., 8 dis.	
Shanghai Steam Navigation, fls. 80 1/2	
Hongkong Gas Co., 37 1/2	
Hongkong Water Co., 65 1/2	
Chinese Imperial Loan, 2103	

Temperature.	
HONGKONG, May 24, 1877.	
BAROMETER—9 A.M.,	29.930
" 1 P.M.,	29.900
" 4 P.M.,	29.884
THERMOMETER—9 A.M.,	76
" 1 P.M.,	77 1/2
" 4 P.M.,	77
Do. (Wet bulb) 9 A.M.,	75 1/2
" 1 P.M.,	75
" 4 P.M.,	75 1/2
Do. Maximum,	78
Do. Minimum,	70

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES;

ALSO,
PONDICHERY, MADRAS, CALCUTTA
AND BOMBAY.

ON SATURDAY, the 26th May,
1877, at Noon, the Company's
S. S. MEIKONG, Commandant FOACHE,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping orders will be granted till noon.
Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 26th May, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply to the
Company's Office.

H. DU POUY,
Agent.

Hongkong, May 12, 1877. my26

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-
parted for San Francisco via Yokohama,
on MONDAY, the 28th May, at
3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 27th inst. Parcel Packages
will be received at the Office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 15, 1877. my28



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London Direct;

ALSO,
Bombay, Madras, Calcutta and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
GWAIOR, Captain J. C. BAKER, will leave
this on SATURDAY, the 2nd June, at
Noon.

For further Particulars, apply to
A. LIND, Superintendent.

Hongkong, May 23, 1877. j22

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA,
will be despatched for San Francisco,
via Yokohama, on FRIDAY, the 18th
June, 1877, at 3 p.m., taking Passengers,
and Freight for Japan, the United States,
and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitten Bishi S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m., 14th June. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For security's sake, Shippers of Overland
Cargo are requested to endorse on the
Envelope the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, May 23, 1877. j25

Insurances.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Said and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matched, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE
COMPANY.

INCORPORATED BY ROYAL CHARTER
OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Undersigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1876.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1869.

Intimations.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS,
Have always on hand for Sale every
description of COAL at Moderate Prices.
Mr. ANSON has been appointed Manager,
and all Orders addressed to him at 57,
Praya, or to Mr. FAT JACK, at 30, Hing
Lung Street, will receive immediate atten-
tion.
Hongkong, March 19, 1877. mcl9

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent weeks' insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places which Chinese frequent.
When the list of Agencies is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
one agent has been appointed at each.

CHUN AYIN,
Manager.

Hongkong, February 23, 1874.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUPPLIES, POLETS
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has
been very much extended. The fol-
lowing are some of its Agents:—

Macao.—Man Chuen Shop.
Canton.—Sing Chuen Native Post Office,
Luen Hing Street; Ohu Heung Low Hotel,
Luen Hing Street; Kwong Tin Fat Shop, Tan
Teal Street; Mr. Shi Chuen Fan, Tung Wen
Kwan; Yuen Fong Shop, in front of the
Provincial Treasurer's Yamen; How Yuen
Shop, Small Market Street, New City; Yee
Cheung Photograph Shop, Honam; Kwai
Heung Shop, Sin Chong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun
Loong Hong.
Amoy.—Chun Cheong Hong, Mook Kek
Street.
Foochow.—Mr. Yu Ching Cheong, Foo
chow Arsenal; Mr. Lum Kwok Ching, Mar-
time Customs.

Shanghai.—Mr. Ng Ching Shun, Mar-
time Customs; Mr. Ho Yue Chuen, Mar-
time Customs; Mr. Chuen Sing Hol, Messrs
Jardine, Matheson & Co.; Mr. Kwong
Chuen Fook, Educational Mission School;
and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime
Customs.
Hankow.—Yee Hing Hong.
Chefoo.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Munici-
pal Office, Yokohama.
Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong
Fook Sang Hong.
Penang.—Yow Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Tai Hong.
The above are some of the Agencies;
others will be published, when they are
arranged for. Negotiations are in progress
with the express couriers who carry the
official despatches and Peking Gazette, to
circulate the Chinese Mail in the interior of
China.

Hongkong, March 10, 1874.

NEWS FOR HOME.

The Overland China Mail.
(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collected
from the journals published at the various
ports in those countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 50 cents.) \$12 per annum (postage
paid \$13.50.)

Orders should be sent to GEO. MURRAY
Baird, China Mail Office, 2, Wyndham
Street, not later than the evening before the
departure of the English Mail Steamer.

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Beef Corned, . . . catty 150 140
" Roast, . . . 150 140

" Soup, . . . 100 90
" Steak, . . . 160 150
Bullocks' Brains, . . . per set 60 50

" Tongue, fresh, each 275 250
" " corned, . . . 320 300
" Head, . . . 600 600

" Heart, . . . 150 140
" Hump, Salt, . . . 110 100
" Feet, . . . 50 40

" Kidneys, . . . 60 50
" Tail, . . . 100 90
" Liver, . . . catty 80 60

" Tripe (undressed), catty 50 40
Calves' Head and Feet, set 600 400
Hams, American, . . . lb. 300 280

" Chinese, . . . 180 170
" English, . . . 360 340
Mutton Chop, . . . 190 180

" Leg, . . . 190 180
" Shoulder, . . . 140 130
" Liver, . . . 130 120

Pigs' Chiddings, . . . catty 60 50
" Feet, . . . 100 90
" Fry, . . . 110 100

" Head, . . . 90 80
" Heart, . . . 60 50
" Kidneys, . . . 80 70

" Liver, . . . lb. 100 90
Pork Chop, . . . catty 160 140
" Corned, . . . 180 120

" Leg, . . . 180 140
" Fat or Land, . . . 110 100
Sheep's Head and Feet, set 340 320

" Heart, . . . each 50 40
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